

BOOKBINDING by European methods with the best materials, and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read, and all work superintended by Europeans. Always equal and generally superior to that done anywhere else. Estimates given.

No. 11,709

號九百七十一萬一號

日三初月七十一十二精光

HONGKONG, THURSDAY, AUGUST 22ND, 1895.

四月廿二日八英港香

PRICE \$24 PER MONTH

Gong Xing Daily Press.

ESTABLISHED 1857.

NOTICE

Communications respecting Advertisements, 8:00 a.m. to 12:00 noon, and special business matters "Daily Press" Office, and general business matters "The Manager."

Advertisements and Subscriptions which are not paid for in full will be considered null and unpayable.

Orders for extra copies of the "Daily Press" should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address, "Press."

Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET.

TWO FRONT ROOMS and ONE BACK ROOM in the PEAK HOTEL. For Two Months only, from SEPTEMBER 1st.

For Full Particulars, see NEW VICTORIA HOTEL.

Hongkong, 22nd August, 1895.

AGENT WANTED.

JOHNSTON, KELLY & MACDONA, 66, MAJOR STREET, MANCHESTER (Eng-land). Manufacturers and Merchants—Plain and Fancy Cotton Piece Goods, Cotton Spanish Stripes, Checks, Flannelles, White Drills, &c. &c. WANT AGENT on COMMISSION for Hongkong.

Must have good connection among Wholesale Dealers.—State Full Particulars, Terms and References.

THE IAU-KUNG-MOW COTTON SPINNING AND WEAVING COMPANY, LIMITED.

SHARE LISTS WILL CLOSE AT NOON

SATURDAY, 24th of AUGUST, 1895.

Prospectuses and Forms for Applications for Shares can be obtained at the Hongkong and Shanghai Banking Corporation.

ELBERT & CO., General Managers.

Shanghai, 21st August, 1895.

PERSEVERANCE LODGE OF HONGKONG, No. 185.

AN EMERGENCY MEETING of the

Above LODGE will be held in the TUNNEL, MACAO, on Saturday, 24th of AUGUST, 1895, at 8:30 a.m. for the purpose of visiting Brothels are cordially invited.

Hongkong, 22nd August, 1895.

PUBLIC AUCTION.

JAPANESE GOODS.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION

SATURDAY, the 25th August, 1895,

at his Sales Room, DUNDEE STREET,

AN INVOICE OF JAPAN WARE.

Comprising—

LAQUERED TRAYS, BREAD BASKETS, GRUMB TRAYS, CABINETS, GLOVE SCREENS, HANDKERCHIEF BOXES, FIRE SCREENS, TEA SETS, &c. &c.

On View from Friday the 24th August.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMBERT,

Anteater.

Hongkong, 22nd August, 1895.

BREWER.

JUST RECEIVED.

A Large Assortment of New French Books, Porterges Books and Handsomely Bound Mass Books.

Footballs, Boxing Gloves.

Football Inflators.

Lancaster's Half and Full Plate Cameras, &c., Complete.

Lancaster's Polaroid Lanters and Slides.

Men's Brown and Black Leather Shoes and Boots, very Soft and Cheap.

Tennis Shoes.

Kropp's Raso Paste and Syrups.

Office Scissors, Nail Scissors.

Nail Trimmers.

Cave's Fountain Pens.

The Popular Novel "Tribute," &c., &c., &c., &c., &c.

W. BREWER, QUEEN'S ROAD, UNDER H. H. L. TAYLOR.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND

TAIWANFOO.

THE Company's Steamship

"TALES."

Captain Battison will be despatched for the Port of MOBLOW, the 23rd inst., at DAWN.

For Freight or Passage, apply to

DOUGLAS LARPHAM & CO., General Managers.

Hongkong, 21st August, 1895.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, CO-

LOMBO, ADEA,

SUEZ, PORT SAID, MEDITERRANEAN

AND BLACK SEA PORTS.

ALEXANDRIA.

MARSEILLES, LONDON, HAVRE, AND

BORDEAUX.

POETS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 4th September,

1895, at Noon, the Company's Steamship

"OXUS," Commandant Dupont, with Halls,

Passengers, Specie, and Cargo will leave this

Port for the above ports.

Cargo will be registered for London, and will be forwarded for Marseilles, and accepted in transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.

Specie, and Parcels will be on the 3rd September.

Particulars will be given in the Office.

For further Particulars, apply at the Com-

CY TOURNAIFFE,

Hongkong, 22nd August, 1895.

Acting Agent.

Hongkong, 22nd August, 1895.

NO. 11,709

NOTICE TO CONSIGNEES.

STEAMSHIP "STRATHNEVIS"

FLOM TACOMA, VICTORIA, YOKO-

HAMA, AND KOBE.

THE above Steamer having arrived, Com-

plaints of Cargo are hereby requested to

send in their Bills of Lading for counter-

charge, and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 21st August, 1895.

INTIMATIONS.

PERFUMERY.

ATKINSONS, PINAUD'S, AND PIESSE AND LUBIN'S.

TRUSSITT'S BRILLIANTINE.

TRUEFITT'S BUCHERIA.

GERAUDEL'S PASTILLES.

EDWARDS' HARLINE.

SCIBUR'S AMMONIA.

RAZORS.

KROPP'S ABBENZ-ROGERS'.

BUTLER'S KEEN RAZORS.

DAKIN, CRUCKSHANK & CO., LTD.

Hongkong, 19th August, 1895.

NOTICE.

M. REGINALD INBELL is proposed to give lessons in PIANO, ORGAN, SINGING, and TRIOLOGY.

Special Terms for Families.

Arrangements for Lessons can be made by applying to—

M. REGINALD INBELL,

No. 10, Queen's Road Central.

Hongkong, 22nd August, 1895.

MR. CHADWICK T. KEW (late of Poole & Noble)

HAS OPENED his Dental Office at No. 62, Queen's Road Central, opposite TATE.

TEETH filled permanently, from \$10 upwards

CROWN and BRIDGEWORK inserted and EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 15th March, 1895.

ELLY & WALSH, LIMITED.

ELLY & WALSH, LIMITED.

AN EXCURSION TO THE

1,000 MOUNTAINS, by E. S. A.

BROWN, H.E.M. Vice-Central, Canton.

A HISTORY OF HONGKONG, by Dr. Eitel.

Many Sketches, by F. A. Swettman.

Scenes Costrell, by Author of Robert Elmer.

Letters from the Land of the Rising Sun—Palmer.

Fairy Tales of Alexander Poushkin: Keane.

Deathbed, by Rider Haggard—Cheap Edition.

The Story of Christina Rossetti—Froese.

The Despotic Lady, by W. E. Norris.

Academy Pictures for 1895—Bound Volumes.

Picture of French—Presentation Volumes.

Norman's Peoples and Politics of the Far East.

Handsome Bound Editions of the Poets.

Wynne Ancient and Modern, with Music

Nearly Bound.

The Prisoner of Zenda, by Anthony Hope.

Modern Dogs—Non-Sporting, Published by "Field's" Office.

IN MATE.

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER

SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in Boxes.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER only and the remainder of the plants sown from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each...\$1.75.

25 lbs. ...\$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS".

LAW'N MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 19th August, 1895.

DEATH.

On the 21st August, at 2, College Gardens, Hongkong, Mr. G. C. Hulme, the son of Mr. Captain D. H. Hulme, aged 30 years.

17/3

The P. & O. steamer Formosa left London for this port on the morning of the 19th inst.

The P. & O. steamer Chitalaya, from Siam, and Straits, left Singapore for this port on the 20th inst. at 6 p.m.

The Treasurer of the Kowloon Institute began to acknowledge with many thanks the sum of \$2000, which had been sent by Mr. G. C. Hulme, a friend, for the benefit of the Kowloon Hospital.

The Kowloon Hospital is now in full working order.

A notification by the Acting Colonial Surgeon, dated the 2nd of August, has informed us that the members of the Police force, stationed at the Peak, are calculated to throw some doubt on the reported healthiness of the Hill District, unless they can be explained away by special conditions to which the police are exposed.

In his report for 1891 Dr. Ayres wrote:—"It is rather curious to note that the Peak stations, considering the small number of men stationed there, have so large a number of sick." The following year he wrote:—"The Peak stations, Gap and Mountain Lodge, don't seem to agree with either Europeans or Indians; the Chinese, got off much better in 1891." In the 1893 report no special reference was made to the subject, the figures given in the tables, however, still showing a high rate of sickness, although not so high as in the previous year. In his report for 1894, laid before the Legislative Council at its last meeting, Dr. Ayres again wrote:—"At the hill stations—the Gap and Mountain Lodge—the sickness has very much increased in all sections of the force, the number of admissions increased from 12 in 1893 to 20 in 1894." On turning to the subjects we find that the admissions to hospital were five Europeans, ten Indians, and five Chinese. On inquiry we find that the Peak force consists of three Europeans, nine Indians, and ten Chinese. The proportion of sickness amongst the Europeans was therefore 166 per cent, amongst the Indians 111 per cent, and amongst the Chinese 50 per cent, the percentage for the whole Peak force being 90.9. This is, to say the least of it, rather an extraordinary sick rate to come from the very place which has been so fondly cherished as the health resort of the colony. It is difficult to assign a reason for these alarming figures. Some people say that illness is as rare amongst the force because the members get saturated with rain during the wet season and so a firm foundation for chills and fevers is laid. The heats are long, the sentry boxes few—and these are poor protection when the rain is falling in torrents and the wind blowing a hurricane—and it is rarely that the least shelter can be found. But we are afraid this argument will not hold water, if we may use such an expression in the present instance. In July five men were laid up, the rainfall during that month being 9.47 inches. In May, when the rainfall was 20.01 inches, the admissions numbered only two, and in January, when there was a rainfall of not quite an inch, there were three policemen incapacitated through illness. It is true there were four admissions in September when the rainfall was 18.11 inches, but we cannot agree that wet weather is mostly responsible for the large percentage of illness, although there is no doubt that it is in some degree a contributory cause. In the city the men when on beat can find shelter both from wind and rain under the verandahs, and the greater exposure to which they are subjected at the Peak is therefore an element to be taken into account, but on the other hand the greater healthiness attributed to the Peak climate, if it really exists, ought to weigh in the opposite scale. The total average strength of the Hongkong police force was last year 651 and the percentage

of sickness was for the Europeans 110.5, for the Indians 119.5, for the Chinese 41.10, and for the whole force 73. It will be seen therefore that in each branch of the force the Peak rate of sickness is higher than the rate for the whole force.

It would be a mistake to draw from the above figures any conclusion unfavourable to the general healthiness of the Peak. Universal experience in tropical climates has established the advantage of high altitudes for residence, especially for Europeans born in cool climates, and we cannot suppose that Hongkong forms any exception to the general rule. It is of course possible that the advantages may be exaggerated, and that mere comfort may be mistaken for the result of healthy conditions. There can be no mistake about the comfort of sleeping in a temperature ten degrees below that which prevails on the Queen's Road level, but residents at the Peak, as well as those down below, are subject to fevers and diarrhoeic affections, and we have heard of people enjoying good health on the lower levels who declared they always got sick when they went to the Peak. These, however, must be persons of exceptional constitutions. Few who have made their home at the Peak would willingly change to the lower levels again, and one has only to compare the rosy cheeks of the children on the heights with the pale-washed looks of the chilren brought up in the town to see a demonstration of the healthiness of the Peak climate more convincing than any scientific dissertation on the subject. It is a "recognised" fact that "differences" of altitude does not make up for difference of latitude, but it is a very good substitute for it, and Hongkong is to be congratulated on having a residential district on the heights with such easy reach. The Peak may have its drawbacks, and its advantages may be overrated, but after making all allowances it is far superior to the lower levels as a place of residence. The question still remains, however, why the police should be subject to a higher rate of sickness than in the town, and it is one that should engage the attention of the medical authorities. Perhaps the explanation may be found in unsuitable clothing, the summer uniform of the police being possibly unsuited for the Peak climate. Private residents at the Peak recognise the necessity of caution in regard to their clothing, and similar caution is not exercised by the police the sickness that prevails amongst them is at once explained.

The P. & O. steamer Bougainville left Bombay for this port on the morning of the 19th inst.

We have to acknowledge receipt of the Customs Gazette for the April-June Quarter.

Hongkong, 19th August, 1895.

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THE EXTRAORDINARY DEATH AT CAPOONMOON.

At the Magistrate's, yesterday, Mr. H. B. Woodward, a resident of the colony, told the Magistrate that he had a substance at his disposal which he had obtained on the 1st inst. at Capoonmoon.

Learn it, Sir, uncle of the deceased, was reported, and said—I was on shore and very far from the boat on the morning of the 1st August. I did not see my nephew fall into the water.

I told an authority whom I only told him, I lost him when he left my house at ten o'clock on the 31st July.

Inspector Brown said—About a month ago, the 1st August, at Abdon Police Station

station, the body was brought into the station in a very advanced state of decomposition.

It was clothed in a blue cotton jacket, a pair of trousers, and a red band around the waist.

The Magistrate—That has not been suggested.

Witness—No, but it occurred to me at the time.

Mr. Frank Brown, Assistant Government Analyst, said—I received the substance found on the body of the deceased last Saturday, the 17th inst. I was requested to see whether there were any signs of violence.

Learn it, Sir, uncle of the deceased, was reported, and said—I did not know how he was mutilated.

Charles Halberg, tidewaiter in the Chinese Customs, was recalled. He said—I was in the steerage of the gig at the time of the accident. I am not a crewman. I do not know his number. I am on duty.

He was a sailor.

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He was a sailor.

John Dalton, assistant tide-waiter in the Chinese Customs, said—I am acquainted with the system of numbering and I have no objection to naming that system. When a man joins the service a number is given to him; if he gets promoted, the number is changed. Last to be promoted is a sergeant, and the last to be promoted is a sailor.

Learn it, Sir, uncle of the deceased, was reported, and said—I did not know his number, because I thought his name was sufficient.

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The Colorado basin is one of the largest in the United States, draining not less than 225,000 square miles, yet according to a paper prepared for the U. S. Fish Commission by Messrs. Gurnam and Rutter, it contains but 32 species of fishes, of 100 genera, and 10 families. The families are Catostomidae, or shiners, S. apodus; Cyprinidae, or minnows, 19; Salmonidae, or trout-whitefish, 2; Cyprinidae, or top-minnows, 2; and Cyprinidae, or bobs, 1. All but seven of the species are now known only from this basin. In comparison, it is stated that 80 different species are known from the basin of the Rio Grande, 140 from that of the Missouri, and 130 from the Washita basin.

Leather tires are being made for army cycles in France and are claimed to be more easily repaired and lighter than rubber tires.

In an interesting investigation by M. de Montrouge, a study has been made of 345 regions, in which 9,700 earthquakes and 5,000 volcanic eruptions are known to have occurred. From the conclusion is reached that volcanic activity and earthquake-frequency are independent, that earthquakes are probably due to the same forces that have given the earth's crust its present relief, and in groups of adjoining districts, the most violent are those whose average slope is greatest. The unstable regions follow the great lines of folding of the earth's crust; and mountainous countries are more unstable than flat ones, the most unstable parts of any single mountain chain being where the slopes are shortest and steepest. Coastal regions are also more unstable, especially if in the foot of a great mountain chain; while those with a slightly sloping chain are stable, particularly if they border a flat country.

Hedlund has attributed curious clouds to air waves produced when an air glide, or another of different temperature and density, the lower one being more saturated with aqueous vapour. The wave crests become centres of condensation, in consequence of diminished pressure, and appear as clouds, while the troughs form transparent transparent air. On this theory a "shattered air" is produced when two air masses meet.

De Sebeaumond seeks to explain the rattled appearance of the sun's surface in a similar way, suggesting that the bright grains of the photosphere are wave-crests of two crossing systems of waves, made visible by an increase of condensation. The distance between the grains is from 500 to 2,000 miles, and it is believed that waves of this size might be produced without assuming extraordinarily violent velocities.

An old map recently found in Milan is said to indicate the discovery of Brazil in 1457 by the Portuguese, who sailed from the lower African coast, a distance of 1,500 miles.

Carriage shafts are not made from wood pulp, and are reported to have met with much favor in Paris on account of their strength and lightness.

A new carbonic acid well near Driburg, in Westphalia, gives off the pero gas at enormous pressure.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 21st August.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.	Telegraphic Transfer	3/4
	Bank, on demand	3/4
	Bank, at 30 days' sight	3/4
	Bank Bills, 4 months' sight	2/2
	Credits, 4 months' sight	2/2
	Documentary Bills, 4 months' sight	2/2
ON PARIS.	Bank Bills, on demand	2/1
	Credits, 4 months' sight	2/1
ON GERMANY.	Bank, on demand	2/1
	Bank at sight	2/1
ON NEW YORK.	Bank Bills, on demand	5/2
	Credits, 60 days' sight	5/4
ON BONNIA.	Telegraphic Transfer	1/6
	Bank, on demand	1/6
ON CALCUTTA.	Telegraphic Transfer	1/8
	Bank, on demand	1/8
ON TORONTO.	Bank, at sight	2/2
ON YOKOHAMA.	Private, 30 days' sight	7/2
ON JAPAN.	On demand	par.
ON MANILA.	On demand	4 1/2 %
ON THE COAST.	On demand	par.
ON DUBLIN.	Bankers' Bank's Buying Rate	5/10
	Gold Levy 100 fine, per tael	47/50

JOINT STOCK SHARES.

COMPANY. QUOTATION.

Hongkong & Sh'na.	150 p. st. per tael	150 p. st. per tael
Cables & Co. Ltd.	150	150
Do. defered	21	21
Nat'l Bank of China	21	21
B. Shares	25	25
Yunn. Share	25	25
Bull. & Co. Ltd.	150	150
Brown & Co. H.	150	150
Campbell & Co.	150	150
China Sugar	100	100
Chinese Bank	150	150
Dakin, Cranch & Co.	150	150
Dairy & Co.	150	150
Patrick & Co. G.	150	150
Green Island Cement	150	150
H. Bird & Clement	150	150
H. & C. Baker	150	150
Hongkong & G.	150	150
H. H. L. Fraynays	150	150
Hongkong Ice	150	150
H. K. & W. Glazier	150	150
H. & W. Glazier	150	150
Insurance	150	150
Canton	150	150
China Fire	150	150
China Traders	150	150
Hongkong Fire	150	150
Not. 225	150	150
Strata	150	150
Union	150	150
Vaqueria	150	150
Land & Building	150	150
Hongkong Estate	150	150
Kowloon Land & B.	150	150
West Point Build.	150	150
Luzon Sugar	150	150
Mining	150	150
Telegraph	150	150
Do. (Preference)	150	150
Buyers	150	150
Canton	150	150
China Fire	150	150
China Traders	150	150
Hongkong Fire	150	150
Not. 225	150	150
Strata	150	150
Union	150	150
Vaqueria	150	150
Land & Building	150	150
Hongkong Estate	150	150
Kowloon Land & B.	150	150
West Point Build.	150	150
Luzon Sugar	150	150
Mining	150	150
Telegraph	150	150
Do. (Preference)	150	150
Buyers	150	150
Canton	150	150
China Fire	150	150
China Traders	150	150
Hongkong Fire	150	150
Not. 225	150	150
Strata	150	150
Union	150	150
Vaqueria	150	150
Land & Building	150	150
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Strata	150	150
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Union	150	150
Vaqueria	150	150
Land & Building	150	150
Hongkong Estate	150	150
Kowloon Land & B.	150	150
West Point Build.	150	150
Luzon Sugar	150	150
Mining	1	

VESSELS ON THE BERTH

FOR BOMBAY

VIA SINGAPORE AND COLOMBO (calling at PRINCE OF WALES ISLANDS) (offering 10% discount if payment is made in advance).

THE Company's Steamship

"MIIKI MARU"

Captain Brown, will be despatched as above TO-DAY, the 22nd inst., at NOON.

For Freight or Passage, apply to

VESSELS ON THE BERTH

FOR SHANGHAI

"LYE MOON"

Captain G. H. Hartmann, will be despatched to the above port TO-MORROW, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, 22nd August, 1895. [172]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"PYTHIUS"

Captain Batt, will be despatched as above TO-MORROW, the 23rd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 13th August, 1895. [142]

FOR NAGASAKI AND KOBE

THE Steamship

"MASCOTTE"

Captain James Ross, will be despatched as above on SATURDAY, the 24th inst., at DAYLIGHT.

For Freight or Passage, apply to

BRADLEY & Co.

General Managers.

Hongkong, 21st August, 1895. [174]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, AMoy, CHEFOO AND TIE-TSIN

THE Steamship

"NANCHANG"

Captain Flaherty, will be despatched as above on the 23rd inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 21st August, 1895. [1728]

FOR SINGAPORE, HAVRE, AND HABER

(Calling at NAPLES for landing Passengers and Embarkation of passengers)

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OXFORD, LONDON, LIVERPOOL, and BREMEN.)

THE Company's Steamship

"MEMNON"

Captain Branch, will be despatched as above on SATURDAY, the 24th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 21st August, 1895. [1733]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN & KUDAT

(Taking through cargo for SULU, KENADU, and GONONTOK.)

THE Company's Steamship

"NESTOR"

Captain Asquith, will be despatched on WEDNESDAY, the 26th inst., at DAYLIGHT.

Rate of Freight or Mating and General Cargo 25c per ton of 40 cubic feet.

For Freight, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, 13th August, 1895. [1733]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AEGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship

"ROHILLA"

Captain G. C. H.using, R.N.R., carrying Her Majesty's Mail, will be despatched from this port, on THURSDAY, the 29th August, at NOON, taking Passengers and Cargo for the above port. This steamer connects at BOMBAY with the S.E. & N.W. ASIA LINE, and at SINGAPORE with the COASTERS OF SOUTHERN CHINA.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Content and Value of all packages are required.

Ships are required to present themselves to the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 16th August, 1895. [1740]

FOR SINGAPORE, PENANG, AND CALCUTTA

THE Steamship

"ARATOON AFGAR"

Captain J. E. Hansen, will be despatched for the above ports on TUESDAY, the 27th inst., at NOON.

For Freight or Passage, apply to

DAVID SASOON, SONS & Co., Agents.

Hongkong, 19th August, 1895. [1734]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND MONOLULU.

PROPOSED SAILINGS FROM HONGKONG

GABIC (via Nagasaki) TUESDAY, Aug. 27, 1895, at NOON.

BENI (via Nagasaki) SATURDAY, Sept. 28, 1895, at NOON.

CORRA (via Nagasaki) THURSDAY, Oct. 17, 1895, at NOON.

PROPOSED SAILINGS FROM HONGKONG

CEITY OF PEKING (via Nagasaki) SATURDAY, Sept. 7, 1895, at NOON.

CEITY OF PEKING (via Nagasaki) TUESDAY, Sept. 17, 1895, at NOON.

CEITY OF PEKING (via Nagasaki) THURSDAY, Oct. 17, 1895, at NOON.

THE Steamship "GAEIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 27th August, 1895, at NOON, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan.

All FAIRCHILD PAQUEBOATS should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular invoices to accompany cargo destined to points beyond San Francisco to the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1895. [1673]

FOR SAN FRANCISCO

THE 100 ft. British Ship

"LYNDHURST"

Captain Miles, shortly expected, will load for the above port and will have quick despatch.

Rate of Freight for Mating 25c per ton of 40 cubic feet.

For Freight or Passage, apply to

SHEWAN & Co.

Hongkong, 29th May, 1895. [1551]

"GLEN" LINE OF STEAM PACKETS

FOR LONDON VIA SUEZ CANAL

THE Steamship

"GLENAYVOY"

Captain Norman, will be despatched as above on about TUESDAY, the 29th September.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Agents.

Hongkong, 12th August, 1895. [1673]

"ANNANDALE"

Captain Miles, shortly expected, will load for the above port and will have quick despatch.

Rate of Freight for Mating 25c per ton of 40 cubic feet.

For Freight or Passage, apply to

SHEWAN & Co.

Hongkong, 30th July, 1895. [1577]

VESSELS ADVERTISED AS LOADING

DESTINATION

VESSEL'S NAME

FLAG & CO.

CAPTAIN

PO. & FREIGHT APPLIED TO

IN DEPARTURE

H. C. & S. N. CO.

H. C. & S. N. CO.